

NOTES:

1. A PERMIT MUST BE OBTAINED FROM THE CITY ENGINEER PRIOR TO CUTTING ANY PUBLIC RIGHT-OF-WAY. 24 HOURS PRIOR TO TRENCH EXCAVATION, THE PERMITTEE MUST NOTIFY THE CITY EXCAVATION PERMIT INSPECTOR OR APPLICABLE ENGINEER OF RECORD.
2. ALL MATERIALS AND INSTALLATION PROCEDURES SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, LATEST REVISION. TRENCH WIDTH & PIPE ZONE SHALL CONFORM TO UTILITY COMPANY REQUIREMENTS AND STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, LATEST REVISION.
3. NO CONCRETE SHALL BE PLACED UNTIL FORMS AND SUBGRADE ARE INSPECTED BY THE CITY EXCAVATION PERMIT INSPECTOR OR APPLICABLE ENGINEER OF RECORD.
4. PORTLAND CEMENT CONCRETE (P.C.C.) SHALL HAVE THE FOLLOWING CHARACTERISTICS: 6500 PSI MIN. COMPRESSIVE STRENGTH PRIOR TO OPENING TO TRAFFIC, MAX. WATER/CEMENT RATIO OF 0.45, AIR ENTRAINMENT OF 5-1/2%  $\pm$  1.5%, SLUMP @ 2 INCHES MAX. UNPLASTICIZED. ALL MATERIALS SHALL CONFORM TO SSPWC SECTION 202.
5. CONCRETE REMOVAL SHALL BE TO EVEN PANELS. PANELS SHALL BE FULL DEPTH SAWCUT TO PROVIDE A CLEAN EDGE PRIOR TO PLACING P.C.C. PAVEMENT PATCH.
6. TUNNELING UNDER CURB, GUTTER OR SIDEWALK IS NOT PERMITTED. COMPLETE REMOVAL IS REQUIRED TO THE NEAREST CONSTRUCTION OR EXPANSION JOINT OUTSIDE THE TRENCH WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
7. JOINT SPACING SHALL MATCH EXISTING JOINT SPACING, EXCEPT THAT MAXIMUM SPACING SHALL NOT BE MORE THAN 15' IN ANY DIRECTION, UNLESS APPROVED BY THE CITY ENGINEER.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR PLACEMENT OF LOOP DETECTORS, ADJUSTMENT OF UTILITIES AND SURVEY MONUMENTS TO GRADE AND INSTALLATION OF PAVEMENT MARKINGS.
9. DOWEL BARS AND TIE BARS SHALL NOT BE PLACED WITHIN 18" OF OPPOSING JOINT.
10. THE ALIGNMENT AND ELEVATION OF DOWELS IS EXTREMELY IMPORTANT. DOWELS SHALL BE CENTERED IN THE P.C.C. SECTION AND SHALL BE PLACED PARALLEL TO THE TOP OF THE PAVEMENT SURFACE WITHIN A TOLERANCE OF  $\pm$  1/16" IN ONE FOOT.
11. DOWELS AND TIE BARS SHALL BE DRILLED AND EPOXIED INTO ADJACENT SLAB. EXPOSED END OF DOWEL SHALL BE GREASED PRIOR TO POURING P.C.C. PAVEMENT. THE LENGTH OF THE DOWELS AND TIE BARS TO BE EMBEDDED INTO THE SLAB SHALL BE HALF THE TOTAL LENGTH OF DOWELS AND TIE BARS.
12. P.C.C. PAVEMENT SLABS WITH A LENGTH TO WIDTH RATIO GREATER THAN 1.25:1 SHALL BE REINFORCED WITH 6"X6" W2XW2 WELDED WIRE FABRIC OR NO. 3 BARS SPACED @ 12" O.C. EACH WAY.
13. 3/8" EXPANSION JOINT MATERIAL SHALL BE PLACED ADJACENT TO CURB AND GUTTER SECTIONS.
14. ALL SPALLS TO EXISTING ADJACENT PAVEMENT SHALL BE REPAIRED WITH D.S. BROWN'S DELCRETE OR APPROVED EQUAL PRIOR TO PLACING P.C.C. PAVEMENT.
15. P.C.C. PAVEMENT AND CURB AND GUTTER SHALL NOT BE MONOLITHIC.
16. ASPHALT BASED HOT POUR SEALANTS SHALL NOT BE USED, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.

NO.	REVISION	DATE	STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION	SECTION	RENO
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